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DEPARTMENT OF STATE A/CDC/MR
REVIEWED BY
DATE 22 JAN 03
RDS-1 XDS-1 EXT. DATE
TS AUTH: REASON(S)
ENDORSE EXISTING MARKINGS ☐
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PA or FOI EXEMPTIONS
5 MAY 1982

DISTRIBUTION

ACTION: AmEmbassy ROME

STATE

CIVAIR: Negotiations

1. In first day's talks, USDEL attempted [redacted] focus on 747 problem. Italians resisted discussion, saying this side issue that would automatically be taken care of in global agreement. Italians indicated that no 747's could be introduced before overall agreement reached. They presented document answering Meadows letters and giving Italian position on main issues.

2. Italian document included:

a) US routes with six points of departure identical Italian points in US, and no behind-gateway services.

b) Expanded Italian intermediates: five countries on routes.

c) [redacted] tations before designation of US Dallas carrier if other than TWA or Panam.

d) A priori consultations for any other changes in routes

DRAFTED BY:	DRAFTING DATE	TEL. EXT.	APPROVED BY:
E/OA/AN:PCNarten:pn	1/22/70	22191	E/OA:JSMeadows

CLEARANCES:

EUR/AIS - Mr. Beaudry (subs)

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ACTION:

or carriers.

e) Predetermination of 747 frequencies at level of parity.

f) No change of gauge permitted for US carriers.

g) No agreement that all-cargo would eventually be under Bermuda.

3. USDEL then went through Italian document, pointing out it great step backward from earlier discussions. In particular, Italian position on 747 introduction was essentially repudiation of earlier commitment to accept Bermuda. After discussing point by point ways in which it contradicted agreements reached in Ortona-Soloman memorandum, USDEL concluded two sides further apart than ever. Santini than asked for copy of our English translation of paper he had presented only in Italian, saying there might be misunderstandings and he would like to work on it overnight and respond tomorrow.

END

[ROGERS]

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